

SECRET CONTROL

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1. Approved For Release 2002/01/18 : CIA-RDP83-00415R009100080002-8
- A ~~TOP SECRET~~ specifying the number of locomotives to be furnished by the RBD (railroad district headquarters) Berlin for the International Youth Festival in Berlin during the period from 31 July to 22 August was examined. It stated that the RBD was to furnish 32 locomotives on 31 July, 24 on 1 August, 25 on 2 August, 26 on 3 August, 44 on 4 August, 36 on 5 August, 28 on 6 August, 27 on 7 August, 41 on 8 August, 58 on 9 August, 59 on 10 August, 57 on 11 August, 25 on 12 August, 83 on 13 August, 74 on 14 August, 58 on 15 August, 53 on 16 August, 30 on 17 August, 26 on 18 August, 27 on 19 August, 76 on 20 August, 60 on 21 August and 32 on 22 August. (1)
2. A laborer employed at the Dresden-Neustadt freight yard stated that boxcars have been equipped with benches, sliding windows and toilets at the Dresden-Neustadt Gueterwerkstaetten (freight shops) (sic) since mid-June 1951, with the personnel there working in three shifts. The workers employed on this project were billeted on the shop premises which was guarded by Soviet sentries wearing red-bordered black epaulets and black-bordered green epaulets. German railroad police and
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special German railroad personnel. By 21 June 1951, 182 boxcars were finished in the prescribed manner for the purpose of carrying passengers. The doors of the cars were enlettered "WF 4-Magdeburg" or "WF 3-Greifswald". On 27 June 1951 a Soviet 76-axle train composed of grey freight cars arrived at the shop to be provided with interior equipment and subsequently left for Senftenberg. Another Soviet freight train of 82 axles arrived on the same day, was equipped in the same way and left on 28 June 1951 toward Senftenberg, carrying 800 unarmed soldiers wearing red-bordered black epaulets. (2)

3. The superintendent of an Einsatzhof (motor pool especially set up for the 1951 Youth Festival) in Basdorf stated that there were plans providing for transportation to Berlin of spectators in addition to the participants in the International Youth Festival. According to his superior office, it is planned, that in addition to the two million participants in the festival from 1.5 to 2 million spectators or even more would be rotated to Berlin during the period from 5 to 19 August 1951. (3)

4. The attendants from West Germany were scheduled to ride in 26 special trains which were to be dispatched from the following railroad stations:

Plauen	Eisfeld	Schoenberg
Oelsnitz	Oebisfelde	Boizenburg
Zwickau	Oschersleben	Rostock
Eisenach	Eisleben	Wismar
Nordhausen	Salzwedel	Perleberg.

5. An original report by the Land Saxony Ministry of Industry and Traffic on the employment of buses and trucks for the International Youth Festival was obtained. It stated that Land Saxony has a total of 518 serviceable buses, of which 170 had to be furnished for hauling people to the International Youth Festival and another 48 were required by the Directorate General of Motor Transportation and Roads for special employment. The report furthermore stated that about 55,000 Saxons would make the round trip to Berlin on 1,455 trucks from Land Saxony, 85 trucks from Land Thuringia, 255 trucks from Land Saxony-Anhalt and 85 trucks from Land Brandenburg. In addition, Land Saxony was to keep 700 trucks suitable for transportation of passengers available as a reserve. Land

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Saxony was to furnish 2,155 trucks, or a total of 2,170 trucks as indicated in the report. Youths from West Germany were to be assembled in the Plauen-Gutenfuerst area and transported by truck to Plauen for further transportation to Berlin by rail. The report emphasizes the shortage of tires and fuel. (4)

6. Three original timetables and one operations table for locomotives were obtained at the RBD Berlin. (5)

Comments.

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- (1) Information on the organization of the International Youth Festival was transmitted previously. See [REDACTED]. 25X1A
  - (2) The boxcars equipped in the major repair shop and marked WF (Weltjugend Festspiele) (World Youth Festival) will be employed for the transportation of youths to Berlin. Subsequent employment of these cars for the transportation of troops is a distinct possibility.
  - (3) The figures are believed to have been grossly exaggerated.
  - (4) For excerpt from the original report, see Annex 1. Data on importing tires were reported previously.
  - (5) For original timetables No 1, 3 and 6 and an operations table for locomotives, see Annexes 2 through 5.

5 Annexes: one excerpt of a report on the motor transport situation in German, three original timetables and one original operations table for locomotives.

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